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The reconstruction of the Dessau Junkers Plant was carried out with great speed under the supervision of the RV Transportmaschinenbau (Main Administration for the Production of Transportation Equipment), located at 35/36 Koethener Strasse, which is subordinate to the Ministry for Transportation Equipment and Farming Machines. The construction headquarters under Spott (fnu) and the construction staff of the Bauunion moved into the Otto-Mader Plant, while the Ministry for Means of Transportation moved to the SANAR building, formerly Junkers & Co Plant for bathing boilers on Koethener Strasse, when Spott's office moved out.

2. A member of the construction staff stated that, during the spring of 1953, up to 7,000 laborers would work on this construction project, and that 1,650 men were already employed including about 700 doing clearing work and another 1,000 men doing construction work, painting, fitting jobs, pane setting etc. By mid-February 1953, the administration of the former Otto-Mader Plant and the former JUMO (Junkers Motoren Werke) construction office on Koethener Strasse was set up. Buildings still under construction included the JUMO administration building, the so-called Fritz Achterberg house, formerly JUMO clubhouse, and the eight-story IFA building previously Junkers administration and designing office on Kiehnauer Strasse on which the windows were being put in, while the doorkeeper's annex was already occupied. Excavating work had started on the former parking site opposite to the IFA building. A subsource stated that Workshop No 205, formerly a laye (sic) cutting shop, would be the first workshop to be reconstructed. Construction work had not started yet, however. At the airfield, no work was being done except for the clearing.

3. Three temporary buildings and the foundations for four additional cantonment buildings were completed on Kiehnauer Strasse, opposite the IFA building, west of Fichtenbreite, probably to serve as quarters for laborers. Temporary office buildings of the Junkers Plant had been located at this site.

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4. A large new workshop of the AFUS (formerly Famag) at Dessau, was requisitioned by the new Junkers plant, and Engineer Kreuzburg (fnu) was appointed chief.¹ The former Karl Koeckert Firm was turned over to RAW Dessau Sued and also was exclusively working for the new Junkers plant (HV Transportmittelbau).²

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5. In late February 1953, about 600 laborers of Leipzig Bauunion were working on the reconstruction of the Junkers Plant. The area was being cleared from debris and construction work was done on the high building, a construction site next to the high building, the Otto Mader Plant and on the second administration building. North of Kuehnauer Strasse, 8 temporary buildings were being erected, probably as quarters for the 3,000 to 4,000 construction workers expected at Dessau. Shipments of construction material continued to arrive at the site.

6. Contrary to previous assumptions according to which Engineer E. C. Paade was scheduled to become Director of the Junkers Plant, recent rumors indicated that Professor Guenther Bock would be assigned to this position. The deported Junkers engineers who had been expected to return from Podbereshe had not arrived by 27 February 1953.

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7. In March 1953, Spott (fnu), from the Ministry for Transportation Equipment and Farming Machines was in charge of the reconstruction of the Junkers Plant. Grunert (fnu), was his deputy.

8. In February 1953, the (sic) Technik Main Administration or Verwaltung Technik (sic) which was turned over to the Ministry for Transportation and Farming Machines moved into a building at the intersection of Leipziger Strasse with Wilhelmstrasse, Berlin East. This office probably represented one of the main departments of the new ministry which included at least two other departments, i.e. the Department for Shipbuilding and the Department for Aviation. The Materialamt at Pirna was subordinated to the Department for Aviation which dealt with aviation technical problems and with the development of warfare in connection with aircraft.

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9. Miller (fnu), stated that a new office was installed in an Ico building on Koethener Strasse, and that Hermann Weinberger was chief of this office.⁴ Miller himself was allegedly chief of an HV under Minister Weinberger. In January, this office had a personnel of only eight and, according to source, was therefore not yet in operation. After Dessau had become the location of the new administration, Pirna lost importance.

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10. In early March, source learned that the office at the Ico building was allegedly designated "Transportation Equipment and Farming Machines,"⁵ and that Engineer E. C. Paade was chief of this department. Personnel, previously considered for the Pirna Materialamt, had allegedly to report to this office.
11. Engineer Fritz Wolff, who had accompanied Paade on his visit to East Germany, stated that the entire group of deported aircraft experts will probably work at Dessau. Wolff probably worked at Miller's office.⁶ During the last three weeks of his visit, Paade succeeded against the resistance of Minister Gerhard Ziller in winning Spott (fnu) from the Ministry for Heavy Machinery for a Junkers project. Spott, a former Junkers expert for plant installations, was said to be the only man capable of overcoming serious bottlenecks in the supply of material. He was to complete the first workshop at Dessau by 1 May.

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- 25X1 1. [] Comment. Engineer Kreuzburg is probably the previous managing director of the Junkers Plant.
- 25X1 2. [] Comment. Attached to a previous report was an order, dated 14 February 1953, demanding that preparations be made for the evacuation of RAW (RR Repair Plant) Dessau. [] The former personnel of the Junkers aircraft plant at RAW Dessau was registered. According to official RE Bulletin, No 2, dated 19 January 1953, the Karl Koeckert Steel Plant at Dessau was taken over by the RE and directly subordinated to the RE administration as an RAW Plant. [] It is, therefore, believed improbable that this plant should have been confiscated for the Junkers Plant. 25X1
- 25X1 3. [] Comment. It is believed that the Department for Research and Technics of the former Ministry for the Construction of Machinery which was recently assigned to the new Ministry for Transportation Equipment and Farming Machines under Minister Weinberger is concerned. Meister (fnu), the former chief of this department, allegedly became chief of the Main Administration for the Production of Aircraft at the Ministry for Transportation Equipment and Farming Machines. Main Administration (HV) which had been reported as belonging to this ministry included the HV Construction of Vehicles, Rails and Roads, HV for Shipbuilding, HV for the Construction of Farming Machines and the HV for the Construction of Aircraft.
- 25X1 4. [] Comment. Ico is the Junkers & Co Plant for heating equipment which belonged to the VWF Sanar. See also paragraph 1 of the present report.
- 25X1 5. [] Comment. Probably "Office of the Ministry for the Construction of Transportation Equipment and Farming Machines".
- 25X1 6. [] Comment. Engineer Fritz Wolff (or Wolf) was previously chief of the main department for statics with Baade. Miller worked at the BfW (Office for Economic Problems).
- 25X1 7. [] Comment. Possibly HV Transportmittel in the Ministerium fuer Transport- und Landmaschinenbau.

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